

## § 27.1019

### § 27.1019 Oil strainer or filter.

(a) Each turbine engine installation must incorporate an oil strainer or filter through which all of the engine oil flows and which meets the following requirements:

(1) Each oil strainer or filter that has a bypass must be constructed and installed so that oil will flow at the normal rate through the rest of the system with the strainer or filter completely blocked.

(2) The oil strainer or filter must have the capacity (with respect to operating limitations established for the engine) to ensure that engine oil system functioning is not impaired when the oil is contaminated to a degree (with respect to particle size and density) that is greater than that established for the engine under Part 33 of this chapter.

(3) The oil strainer or filter, unless it is installed at an oil tank outlet, must incorporate a means to indicate contamination before it reaches the capacity established in accordance with paragraph (a)(2) of this section.

(4) The bypass of a strainer or filter must be constructed and installed so that the release of collected contaminants is minimized by appropriate location of the bypass to ensure that collected contaminants are not in the bypass flow path.

(5) An oil strainer or filter that has no bypass, except one that is installed at an oil tank outlet, must have a means to connect it to the warning system required in § 27.1305(r).

(b) Each oil strainer or filter in a powerplant installation using reciprocating engines must be constructed and installed so that oil will flow at the normal rate through the rest of the system with the strainer or filter element completely blocked.

[Amdt. 27-9, 39 FR 35462, Oct. 1, 1974, as amended by Amdt. 27-20, 49 FR 6849, Feb. 23, 1984; Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

### § 27.1021 Oil system drains.

A drain (or drains) must be provided to allow safe drainage of the oil system. Each drain must—

(a) Be accessible; and

## 14 CFR Ch. I (1-1-10 Edition)

(b) Have manual or automatic means for positive locking in the closed position.

[Amdt. 27-20, 49 FR 6849, Feb. 23, 1984]

### § 27.1027 Transmissions and gearboxes: General.

(a) The lubrication system for components of the rotor drive system that require continuous lubrication must be sufficiently independent of the lubrication systems of the engine(s) to ensure lubrication during autorotation.

(b) Pressure lubrication systems for transmissions and gearboxes must comply with the engine oil system requirements of §§ 27.1013 (except paragraph (c)), 27.1015, 27.1017, 27.1021, and 27.1337(d).

(c) Each pressure lubrication system must have an oil strainer or filter through which all of the lubricant flows and must—

(1) Be designed to remove from the lubricant any contaminant which may damage transmission and drive system components or impede the flow of lubricant to a hazardous degree;

(2) Be equipped with a means to indicate collection of contaminants on the filter or strainer at or before opening of the bypass required by paragraph (c)(3) of this section; and

(3) Be equipped with a bypass constructed and installed so that—

(i) The lubricant will flow at the normal rate through the rest of the system with the strainer or filter completely blocked; and

(ii) The release of collected contaminants is minimized by appropriate location of the bypass to ensure that collected contaminants are not in the bypass flowpath.

(d) For each lubricant tank or sump outlet supplying lubrication to rotor drive systems and rotor drive system components, a screen must be provided to prevent entrance into the lubrication system of any object that might obstruct the flow of lubricant from the outlet to the filter required by paragraph (c) of this section. The requirements of paragraph (c) do not apply to screens installed at lubricant tank or sump outlets.

(e) Splash-type lubrication systems for rotor drive system gearboxes must comply with §§ 27.1021 and 27.1337(d).

[Amdt. 27-23, 53 FR 34213, Sept. 2, 1988, as amended by Amdt. 27-37, 64 FR 45095, Aug. 18, 1999]

#### COOLING

##### § 27.1041 General.

(a) Each powerplant cooling system must be able to maintain the temperatures of powerplant components within the limits established for these components under critical surface (ground or water) and flight operating conditions for which certification is required and after normal shutdown. Powerplant components to be considered include but may not be limited to engines, rotor drive system components, auxiliary power units, and the cooling or lubricating fluids used with these components.

(b) Compliance with paragraph (a) of this section must be shown in tests conducted under the conditions prescribed in that paragraph.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

##### § 27.1043 Cooling tests.

(a) *General.* For the tests prescribed in § 27.1041(b), the following apply:

(1) If the tests are conducted under conditions deviating from the maximum ambient atmospheric temperature specified in paragraph (b) of this section, the recorded powerplant temperatures must be corrected under paragraphs (c) and (d) of this section unless a more rational correction method is applicable.

(2) No corrected temperature determined under paragraph (a)(1) of this section may exceed established limits.

(3) For reciprocating engines, the fuel used during the cooling tests must be of the minimum grade approved for the engines, and the mixture settings must be those normally used in the flight stages for which the cooling tests are conducted.

(4) The test procedures must be as prescribed in § 27.1045.

(b) *Maximum ambient atmospheric temperature.* A maximum ambient atmospheric temperature corresponding to

sea level conditions of at least 100 degrees F. must be established. The assumed temperature lapse rate is 3.6 degrees F. per thousand feet of altitude above sea level until a temperature of -69.7 degrees F. is reached, above which altitude the temperature is considered constant at -69.7 degrees F. However, for winterization installations, the applicant may select a maximum ambient atmospheric temperature corresponding to sea level conditions of less than 100 degrees F.

(c) *Correction factor (except cylinder barrels).* Unless a more rational correction applies, temperatures of engine fluids and power-plant components (except cylinder barrels) for which temperature limits are established, must be corrected by adding to them the difference between the maximum ambient atmospheric temperature and the temperature of the ambient air at the time of the first occurrence of the maximum component or fluid temperature recorded during the cooling test.

(d) *Correction factor for cylinder barrel temperatures.* Cylinder barrel temperatures must be corrected by adding to them 0.7 times the difference between the maximum ambient atmospheric temperature and the temperature of the ambient air at the time of the first occurrence of the maximum cylinder barrel temperature recorded during the cooling test.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-11, 41 FR 55470, Dec. 20, 1976; Amdt. 27-14, 43 FR 2325, Jan. 16, 1978]

##### § 27.1045 Cooling test procedures.

(a) *General.* For each stage of flight, the cooling tests must be conducted with the rotorcraft—

(1) In the configuration most critical for cooling; and

(2) Under the conditions most critical for cooling.

(b) *Temperature stabilization.* For the purpose of the cooling tests, a temperature is “stabilized” when its rate of change is less than two degrees F. per minute. The following component and